

W/ working plans + extra ad
P.R.

PARRY, DEAL & CO.

**ARCHITECTS and
CONTRACTORS**

OF

GRAIN ELEVATORS



Peoria, Illinois.



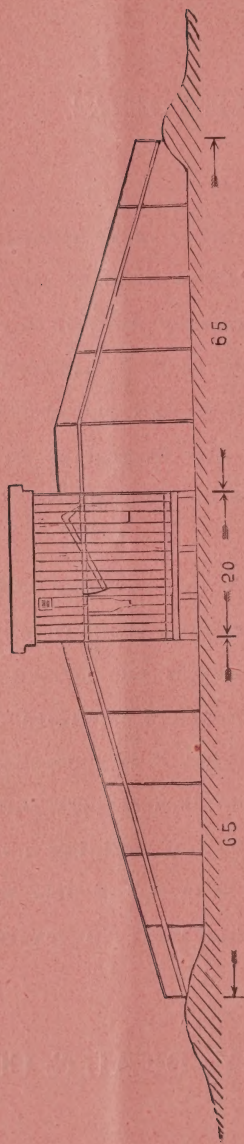


TO OUR READERS.

Although we have given rather more attention in this circular to the smaller class of elevators, much of the matter is applicable as well to elevators of any size. We do not wish it inferred that we do not seek the designing and contracting of elevators of large capacity, for in fact as in any class of building the larger the contract the more desirable.

In its general distribution this circular will fall into the hands of twenty or more persons to build small elevators where it reaches one person who is to build a large one. In matters preliminary to the building of a large elevator, it is generally the case that a personal interview is necessary, but the selection of a plan and the cost of building a small house can be arranged by correspondence, hence the reason for particularizing more in regard to that class of elevators.

PARRY, DEAL & CO.

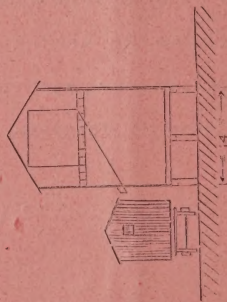


“DUMPING PLATFORMS”

ARE THE SIMPLEST MANNER OF RECEIVING GRAIN AT SMALL STATIONS WHERE THE GRAIN IS DELIVERED IN WAGONS IN BULK. THE WAGON IS DRIVEN UP TO AN ELEVATED PLATFORM AND THE GRAIN “DUMPED” THROUGH A SHUTE INTO RAILROAD CAR. SOMETIMES THE PLATFORM IS INCLOSED AND GRAIN DUMPED ONTO A LOWER FLOOR FROM WHERE IT IS AGAIN LOADED INTO WAGONS AND HAULED UP TO DUMP, WHEN READY TO BE SHIPPED.

THIS CUT REPRESENTS ONE DUMP AND HOUSE STORAGE FOR 2,000 BUSHELS. THE PLATFORM MAY BE BUILT TWO OR THREE DUMPS LONG AND ALL THE DUMPS INCLOSED.

WE WILL FURNISH FULL PLANS AND LUMBER BILL FOR ONE OR TWO “DUMPHOUSE” AND DRIVEWAYS FOR \$8.00, OR FOR “DUMP PLATFORM” AND DRIVEWAYS (NO INCLOSURE) FOR \$5.00. WE WILL GIVE FIGURES TO FURNISH ALL THE MATERIAL ON CARS AT PEORIA FRAMED READY TO PUT UP FOR ONE, TWO OR THREE DUMPS, INCLOSED OR NOT INCLOSED, WHEN APPLIED FOR.





INTRODUCTORY.

WE trust that this circular may be of some interest to those into whose hands it may fall, and so be a medium through which our business may be extended.

Messrs. Parry & Deal are prominent contractors for public buildings, and with the experience of elevator building, Mr. E. B. Freeman for many years past has made the designing and superintending of elevators his sole business.

Now associated together as the firm of Parry, Deal & Co., we propose to contract to build elevators of any size or style complete, also to furnish plans, or superintend, and to entertain such proposals in our line as our patrons may wish to make.

We call attention to the testimonials in this circular which were given to Mr. Freeman, and which we think are exceptionally good, bearing such evidence of ability as should insure confidence.

Bank references or Bond can be given when necessary.

Respectfully,

STEPHEN PARRY.
JAMES DEAL.
E. B. FREEMAN.

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PARRY, DEAL & CO.,
PEORIA, ILL.

Designs for Elevators.

We have a large number of preliminary drawings or "Designs" of elevators. Having been for ten years in communication with grain men in all parts of the country, we have become familiar with many ways of handling it, and we find it to be a noticable fact that it is seldom any two men can be found who would have the same kind of an elevator in every particular; consequently our drawings include plans of elevators large and small, of all shapes and sizes, and arranged for many methods of handling.

Our designs are small outline draughts of the shape and size of the building with the position of railroads and driveways, outside, and bins, scales, cleaners, etc., inside.

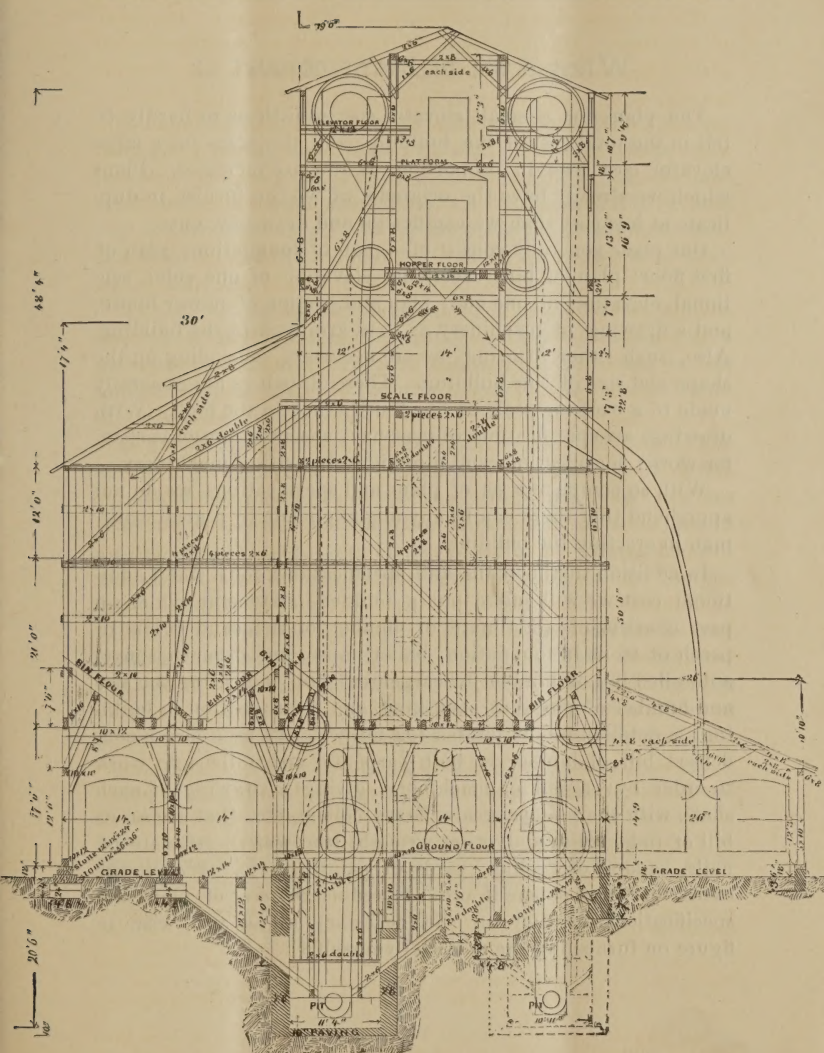
When we receive a letter stating that the writer is contemplating putting up an elevator of a certain capacity and giving such essential points in regard to the ground, power, receiving and shipping, cleaning, etc. (see page 9), as will enable us to understand his wants, we select a design from those we have on hand or draw a new one, as may be deemed best. It sometimes occurs that we send several designs illustrating elevators of the same capacity, differently arranged, so that our correspondent may make his own choice. If they do not suit, we are willing to draw another design, to do away with any objectionable features which the previous design may have had. In this way we can hardly fail to design an elevator that will be satisfactory.

These designs we send for examination only, and expect the same in all instances to be returned. We do this preliminary work without charge; if we fail to suit there is nothing more of it.

If the design is satisfactory, we shall be pleased to answer any correspondence as to the building of elevator; its approximate cost; the cost of plans and specifications; the furnishing of detailed estimates, and other matters relative thereto.

NOTE.—When examining a design with reference to its cost, a note as to the number of bins should be made, as the partitions, bottoms, attachments and spouts of the bins make up the principal cost of the building. When you double the number of bins, you, in some instances, about double its cost. An elevator holding 20,000 bushels divided into four 5000 bushel bins can be built from one-third to one-half less cost than if the house was divided into ten 2000 bushel bins. If a design has more bins or less bins than are necessary, it should be returned and corrected that the cost may be more closely approximated.

Total capacity is another matter to be carefully looked to, as an over-rated capacity will rapidly increase the cost per bushel capacity when actual capacity is figured.



What a set of Plans consist of.

The plans for a small elevator cost so little as to hardly be felt in the total cost of the building, and the plans for a large elevator cost less, in proportion, as the size increases. Plans which we already have the originals of we can furnish in duplicate at less cost than we can design and draw new ones.

Our plans generally consist of—plan of foundation; plan of first floor; plan of bins; sectional elevation of one side; sectional elevation of one end; plan and section of power house; and a drawing of machinery as it is arranged in the building. Also, such other drawings as are necessary, depending on the shape and size of the building. These drawings are generally made to a working scale of one-fourth inch to the foot. With drawings are specifications of masonry; specifications of carpenter work; specifications and directions for setting machinery.

With so complete a set of plans and specifications, we do not apprehend that there can be any mistake made by a good workman in erecting the building.

In addition to the plans and specifications, for a small additional cost we will make out a builder's statement, which in part consists of—Estimate of number of thousand brick or perch of stone in foundation, boiler house, and other masonry; a detailed bill of lumber for carpenter's use, indicating the size and number of pieces of each kind and their position in building; a detailed bill of lumber for millwright's use; also a condensed bill of lumber in both carpenter and millwright work to order by; a bill of machinery, giving a drawing of each shaft, with the pulleys, gears, boxes, collars, etc., that are on it; bill of rods, bolts, and other wrought-iron work; estimate of nails, squares of roofing, yards of painting, etc. We charge extra for these papers in order to reduce the cost of plans and specifications, as they are not necessary unless you wish to figure on furnishing the material yourself.

The Advantages of Plans.

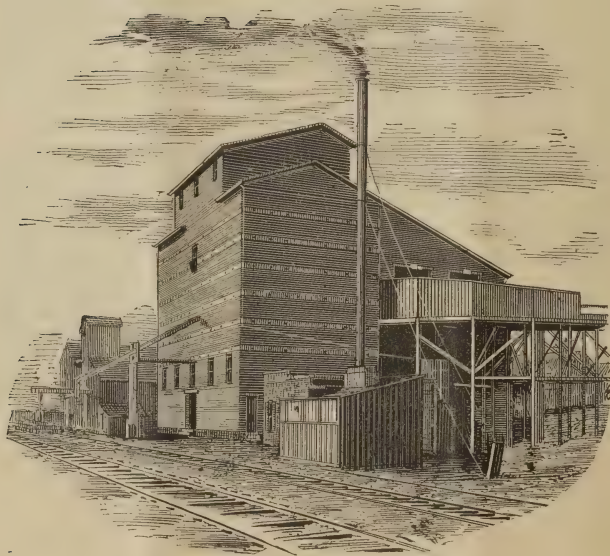
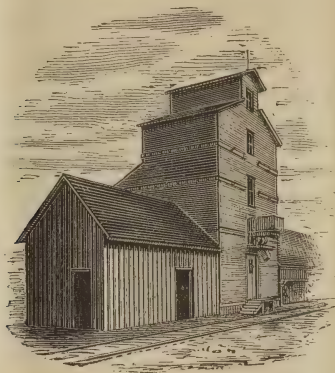
Parties about to build an elevator can never regret the advantage of having a good set of plans. There is always satisfaction in knowing exactly the kind of building you will have when done; of being able to make a reliable estimate of total cost before commencing; of having something definite to indicate *what is* to be done and *how* it is to be done, especially when let by contract.

By plans and specifications any number of carpenters, masons and others may figure on the putting up of the building with a certainty that all will figure on the same thing—that is, the same amount of material and work, which is a satisfaction to the bidder and owner alike.

If not desirable to let the building by *contract*, then by the use of the several bills and estimates of material, which we will furnish when specially ordered, the owner may receive figures—or “bids”—from the cheapest market, and have his masons and carpenters figure only on the “work”, or buying his own material he may employ an intelligent workman to put up the job according to the plans.

It is often the case that a party building can furnish his own materials and let the “work” for less money than he can contract the whole job. It is always well to ascertain which is the cheapest, and to do this he should have, and in fact *must* have, a reliable statement of the materials to be used in the building.

NOTE.—In case the owner furnishes all materials, the “working” of the lumber is usually figured at so much per each thousand feet worked and used in the building—the carpenter furnishing his own tools, etc.—Masonry at so much per perch of stone or thousand brick laid, the mason furnishing his own tools scaffolding and mortar. Millwrights figure at so much the job for setting the machinery, all material being furnished.



Essential Information for a Design.

In making a design for an elevator, the most essential points to be known are the bin capacity wanted, the kind of power to be used, the "lay" of the ground and its condition, and the method of receiving and shipping grain.

Site for Building.—The reader will bear in mind that many elevators are built at the side of an embankment, more or less high, or in lowlands where the ground is wet. It is desirable to know the nature of the ground to determine to what depth receiving sinks may be put in without the interference of water. It is well to have deep sinks, in other words, plenty of receiving room. But it is often the case that iron tanks or a cemented wall must be used even to the level of the surface of the ground. In large elevators the power is necessarily steam, and the choice is generally between a slide valve, a corliss or a condensing engine.

Power.—Small elevators to the capacity of 18,000 bushels can be run by horse power and use a small fan mill for cleaning, when desired, but where a separator or sheller is contemplated more power is necessary, usually in shape of a stationary or a portable engine and boiler. Many persons prefer steam power for the smallest houses as being steadier and doing double the work. In some places the power is transmitted to the elevator from a distance by shaft or wire rope. Again water power is often used where the house is favorably situated. There are also wind mills, caloric and gas engines in use.

Receiving.—In some localities grain is received altogether from wagons in *sacks* and weighed in the building after being unsacked into a hopper from which it is dropped into a bin or sink. In other localities the receipts are in *bulk* in wagons and unloaded into sinks by means of a "dump," the load having been weighed on wagon scales before it enters the building. Some times the load is weighed in the building by having a combination dump and wagon scale. Again grain is received from both wagons and railroad cars, sometimes in bulk and sometimes in sacks,—all depending upon the part of the country in which the elevator is to be built, and the requirements

of the owner's business. It is not usual, however, that the larger class of elevators have anything to do with wagon receipts.

Shipping.—In shipping the usual way is to weigh the grain in bulk in a scale hopper which is sufficiently elevated to discharge direct to railroad cars. The capacity of the scales for this purpose run as high as 45,000 pounds (700 to 800 bushels). For small houses, however, the capacity of shipping scales is generally 60 to 200 bushels. Often railroad track scales are used and consequently inside shipping scales are not always necessary. Indeed, we have seen elevators without any scales, trusting to the market they ship to for weights. In elevators where small scale hoppers are used for shipping, "garners" are usually put in above the hopper to enable the elevator to continue its discharge while the draft in hopper is being weighed and emptied. In large elevators where they can be conveniently arranged we use two car-load scale hoppers in preference to a garner above the hopper. In some places, particularly the East and South, the grain is shipped out in sacks. Then it is necessary to have altogether a different arrangement of inside scales and sacking-bins, with large floor space for sacking. Again, some elevators must be so arranged as to accomplish all of these methods, that is, to receive from wagons both in bulk and in sacks, also to receive from railroad, and to ship in bulk and in sacks by railroad and by wagons.

Handling of Ear-Corn.—It is desirable to know when ear-corn is to be handled whether it is to be thrown or elevated into cribs to be shelled when work is slack, or to be dumped or thrown into a shelling-hopper and shelled as it is received. When ear-corn is received by railroad or by both railroad and wagons a special arrangement is necessary for receiving and handling same.

It will be readily understood from the foregoing, that a few points as to the manner of receiving and shipping that is customary in your locality will save the architect a vast amount of perplexity as to the design to be selected. In connection with the above, where the elevator is of considerable capacity, it is well to know about the number of bushels or car loads to be handled in and out per day to determine the size of elevator cups, strength of machinery, etc.

It is also a matter of importance, when designing, to know the wishes of our customers in regard to cleaning and shelling, especially as to the number of bushels per day or hour to be cleaned or shelled.

Cleaning.—Where a small fanning-mill is used for cleaning, it takes but little room and can be used in a horse-power house. A warehouse cleaner or separator will take more room and requires a steadier and stronger power to run it successfully. A rolling screen may be all that is necessary to take out the cobs, straw, and strings from grain. Or, perhaps, a suction fan connected with the discharge spout from top of elevator, or at the entrance to “boot” to remove the dust will do. In large houses and floating elevators we have put in machines of special design to clean as high as 6,000 per bushels per hour.

Ordinarily the cleaner is set in the tower of the elevator and cleans the grain into a shipping-bin or weigh-hopper as it is shipped out. In small elevators the cleaner can be set so as to clean the grain into all or most of the bins as it is elevated. This, however, requires the cleaner to be set higher, consequently more height of tower to building.

When cleaners are set at the center or lower part of the building, it requires an extra elevation to clean grain before it enters the bins or shipping hopper. Also an extra elevation to clean from the bins before shipping, unless the bins are set high enough to draw through cleaner on way to elevator boot. This is not generally the case in small houses, as the bins are set low. Where two stands of elevators are used or a special cleaning bin above or below cleaner, the cleaner can be used in the lower part of building more conveniently.

Shelling.—Where shellers are used it is important to know the amount to be shelled per day to determine the power necessary, and the capacity of sheller often cuts some figure as to the size of the tower. As the large shellers being set in the lower part of elevator deliver corn and cobs together and have an independent cleaner usually in shape of a rolling screen and suction fan at the top of building for separating and cleaning, they requires considerable room for a convenient arrangement. The question then arises as to whether the grain must be weighed as it passes from the screen to the bins or not. If it is to be weighed, it is usual to save height in tower to put in a

small elevator or a conveyer from the discharge of cleaner to throw into weigh-hopper, etc., etc. A large sheller for a small house increases the cost largely.

The smaller shellers are generally provided with a combined cleaner and deliver their grain already cleaned to the sinks or elevator boot. The capacity of these shellers does not run higher than 3,000 bushels per day. The larger shellers run to 10,000 bushels per day.

NOTE.—The use of shellers in small elevators should be avoided if possible, on account of the extra expense for power not required when sheller is not running, and the increased insurance risk.

River Trade and Transferring.—When the elevator is to be situated near a river to handle a river trade, distances, etc., should be given, and the method of receiving or shipping, or both particularly described, as to whether the same is to be handled in bulk or sacks, in or out, and if ear-corn is to be received what disposition is to be made of it. When the elevator is to be used chiefly for transfer business it should be noted as it requires height of building and special machinery for unloading and loading rapidly. Also when the house is to be used to transfer from a narrow gauge to a broad gauge railroad, or vice versa, it cuts some figure in designing the plan.

Bins.—The size, that is the capacity of the bins in an elevator, is a matter not to be overlooked in connection with the foregoing. It is customary to have the bins in large elevators to hold from 6,000 to 10,000 bushels, and in elevators of capacity less than 100,000 bushels the bins are 3000 to 6000 bushels, while in a house of 20,000 bushels capacity or less 1500 to 3000 bushel bins are the usual size, although many of the smallest elevators are divided wholly or in part into car-load bins which are arranged so far as can be to discharge direct to cars. The number of bins in an elevator very materially affect its cost; therefore when parties can use all or a number of large bins they should so advise the architect.

Generally.—The larger class of elevators use steam unloading shovels; hauling spools for cars; patent loading spouts; self-regulating feed gates, etc., and many minor conveniences which are sometimes desired in a smaller house, and when such is the case it should be mentioned. We have run elevators with belts, with wire rope cables, with chain belts, and with upright

shafts; sometimes one, sometimes another, as in our judgment may seem best. But when our customers have a preference we like to know it.

Communicated.

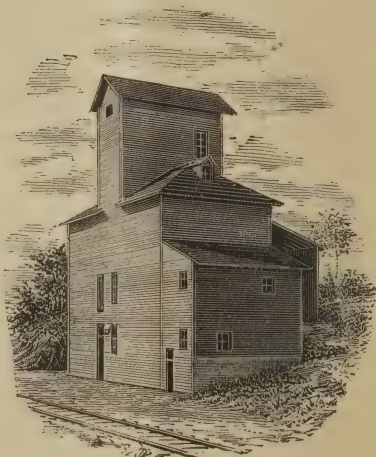
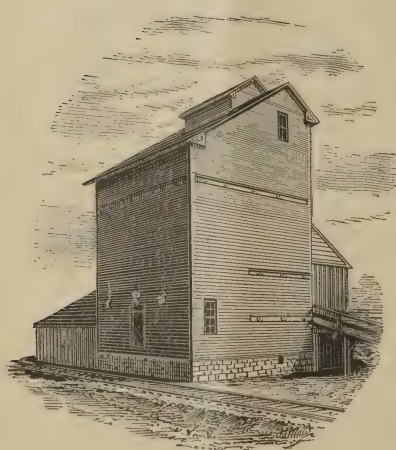
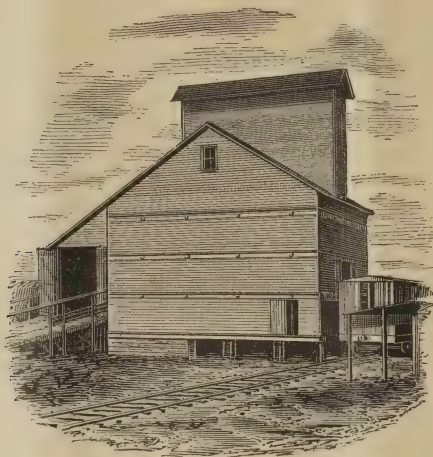
The importance of plans and specifications for a building, as a general thing is not considered by those outside of the builders' trade, especially in the building of the smaller class of elevators is this the case.

It sometimes happens that parties attempt to put up a building without any drawing whatever. But it is customary for those about to build to advise with some local builder, who, although expert in house-building, has no experience in elevator construction, or perhaps has built one or two elevators. He has but little knowledge of the operation and machinery of an elevator, and is not posted in improvements which are continually being made, and are noticed and incorporated in the buildings of those who make elevator building a business.

The local builder makes an outline drawing, often rough and without detail, sometimes omitting the machinery altogether, leaving that for the millwright to put in as best he can, after the building is inclosed, consequently that work is often done in an awkward and impracticable manner to conform with the building and avoid cutting and rebuilding. Specifications of any value seldom accompany plans of this kind. The building is figured on by carpenters or other builders, but owing to the incompleteness of the plans, the figuring is altogether a matter of guess-work and it is an impossibility for any two persons to figure on the same amount of material and work. During the progress of the building such items as pertain to the quality and quantity of the work and material, unless particularly specified, are often the occasion of dispute and sometimes outlays for extras or an unpleasant settlement.

In nine cases out of ten, buildings put up in this way cost more, are poorly constructed, and in less than two years are altered and changed to attain results that experience alone can suggest.

A professional elevator architect is supposed to have had experience and can save you something on first cost and often a mint of money in the long run.



As before stated, we are in the field as contractors as well as architects, and solicit the privilege to figure on any elevator or elevator work, whether we draw the plans or not. We are prepared to contract for elevators of any size, to build them complete.

Outside of the ordinary style of elevators we include the designing and building of special transfer elevators, floating elevators, dock elevators and swinging elevator legs, additions and transfer belts; the construction of dry houses and special cleaning machinery—in all of which we are experienced.

We do not claim any particular style of building or any patent, but propose to do as we have done—to design a building that will suit the place and business. We do not consider it necessary to enter into a comparison of the merits of elevators which we have built with those of other builders. Experience has satisfied us that we can build an elevator as conveniently arranged, as economically operated and as reasonable in first cost as any in the country.

What we are privileged to boast of is the satisfaction our elevators have given to those for whom we have built, and the favor in which they are looked upon by parties who see them. The testimonials we give are from men of long experience and high standing in the grain business, who have built and operated other elevators. If you choose to address them, we believe that they will talk for us better than we can talk for ourselves, because having done the right thing by them they are our friends.

TESTIMONIALS.



BARTLETT, KUHN & Co.,
Grain and Commission,
Proprietors Union and Evansville Elevators,
EVANSVILLE, IND., July 26, 1882.

E. B. FREEMAN, Esq., Peoria, Ill.—*Dear Sir:* Now that our elevator is finished and in good working order, we desire to compliment you on the manner in which you have designed and managed the building and fitting up of the structure. It fulfills our most sanguine expectations and is, we think, in all particulars, a pronounced success.

Yours truly,

BARTLETT, KUHN & Co.

[Capacity 275,000 bushels]

Office of E. S. EASTON & Co.,
Grain and Commission,
PEORIA, ILL., Feb. 7, 1884.

E. B. FREEMAN, Esq.—*Dear Sir:* We have had the elevator that you built for us constantly running since the Fall of 1881. It has proved satisfactory in every respect, especially so as regards economy in operating, and the amount of work it can do. We are pleased to make this statement to you even at this late date for you certainly deserve much credit for putting up so complete a house.

Respectfully yours,

FRANK HALL,

Sec'y Central City Elevator Co.

[Capacity 300,000 bushels]

SMITH, HIPPEN & Co.,
Grain Commission Merchants,
Elevators at
Emden, Manito, Forest City, Tremont, Green Valley and Pekin,
PEKIN, ILL., November 28, 1884.

E. B. FREEMAN, Peoria, Ill.—*Dear Sir:* In answer to yours of 22d, we would say that we are very much pleased with our new elevator. We consider it a model for convenience. We can handle our grain through it at very little cost. The machinery all works smooth to perfection. We will say further that the elevator was built at the estimated cost. We shall be pleased any time to say a good word for you to any one you may refer to us.

Yours truly,

SMITH, HIPPEN & Co.

[Capacity 90,000 bushels]

Office of McKEEN BROS.,
Millers,
TERRE HAUTE, IND., Dec. 5, 1879.

E. B. FREEMAN, Peoria, Ill.—*Dear Sir:* Our elevator, designed and built under your charge a year ago, gives full satisfaction. I am pleased to recommend you as a competent elevator builder.

SAMUEL McKEEN, Pres't.

[Capacity 50,000 bushels]

STRATER BROTHERS,
Grain Dealers,
Proprietors Southern Elevator,
LOUISVILLE, KY.

Editor American Elevator and Grain Trade Journal: Mr. E. B. Freeman has built us one of the most complete elevators we have ever seen. Everything seems to be in the right place, and nothing is overlooked necessary to making it complete and substantial, and to put it in thorough working order. * * * The power is conveyed to the upper line of shafting by steel wire rope which works well, furnished from Trenton, N.J. Mr. E. B. Freeman was the architect and builder, and has made us a first-class building, having a capacity of from 50,000 to 60,000 bushels, and built with a view to the quick handling of car-load lots.

[Issue Feb. 1883]

Yours respectfully,
STRATER BROTHERS.

Office of S. C. BARTLETT & Co.,
PEORIA, ILL., Feb. 4, 1884.

E. B. FREEMAN, Esq., Peoria, Ill.—*Dear Sir:* As architect and superintendent of our elevator, you have discharged your duties in a most satisfactory manner. The elevator was built within the allotted time, at less than the estimated cost, and up to the present time works finely.

Yours truly,
[Capacity 400,000 bushels; built to increase]

W. H. BARTLETT,
Sec'y Iowa Elevator Co.

Office NEW ORLEANS ELEVATOR AND WAREHOUSE CO.
And Proprietors of
Floating Elevators "Gov. Morton," "Progress," "Nictaux,"
NEW ORLEANS, LA., Jan. 7, 1881.

E. B. FREEMAN, Peoria, Ill.—*Dear Sir:* Your services with the New Orleans Elevator and Warehouse Co., for nine months previous to my retirement, was entirely satisfactory. I am pleased to recommend you as efficient in your profession.

Respectfully,
LEN. HIGBY, Ex-Sec'y and Treas.

[Floating elevator; transfer capacity 6000 bushels per hour]

Would further state that the elevator built by you at Falton, Ky., for the Company in 1878, has proved a good job.

[Capacity 10,000 bushels]

LEN. HIGBY.

Office of CENTRAL ELEVATOR CO.,
ST. LOUIS, MO., Nov. 30, 1878.

— — — — *Gents:* Your letter received and contents noted. Mr. E. B. Freeman, of whom you make enquiry, superintended the construction and building of an addition to our elevator, and I believe him to be an honest man, and fully qualified to rebuild your elevator, or do any work that you may want done in that line.

[Capacity of addition 300,000 bushels]

Yours respectfully,
N. G. LARIMORE, Pres't.

HORNER BROS.,
Proprietors Olney Grain Elevator,
OLNEY, ILL., Aug. 29, 1877.

E. B. FREEMAN, Peoria, Ill.—*Dear Sir:* The alterations you made in our elevator last month give entire satisfaction. We can now do three times the work that we could formerly, with one-half the labor.

Respectfully,
HORNER BROTHERS.

Office of THE HUDNUTS,
Hominy Mills at Terre Haute, Ind., Mt. Vernon, Ind., Pekin, Ill., Hudnut, Ill.
PEKIN, ILL., March 10, 1885.

E. B. FREEMAN, Peoria, Ill.—*Dear Sir:* We write you this to say that you have built for us an excellent elevator. We don't know a thing to find fault with. We are more than pleased with it. You may consider us your friends.

Yours,

A. G. WALKER,
Manager for "The Hudnuts."

[Capacity 75,000 bushels]

Office of RUGG & BRYAN,
Commission Merchants,
PEORIA, ILL., Aug. 20, 1879.

E. B. FREEMAN, Esq., Peoria, Ill.—*Dear Sir:* We take pleasure in stating that the elevator you constructed for us is a success, and that we cheerfully recommend you as a competent and trustworthy builder.

Truly yours,

RUGG, BRYAN & MURDEN,
Proprietors Advance Elevator.

[Capacity 175,000 bushels]

McFADDEN & Co.,
Grain Dealers,
Proprietors of Elevators at
Easton, Chandlerville, Bath, Topeka, Cuba, and Havana, Ill.
HAVANA, ILL., November 22, 1879.

E. B. FREEMAN, Peoria, Ill.—*Dear Sir:* It gives us pleasure to state publicly that we are fully satisfied with our new elevator—designed and built by you at Easton, Ill. We recommend you most highly to any one wishing work done in your line of business.

Yours respectfully,

McFADDEN & Co.

[Capacity 12,000 bushels]

MARSHALL BROS.,
Grain Dealers,
MANITO, ILL., Oct. 11, 1879.

E. B. FREEMAN, Peoria, Ill.—*Dear Sir:* At your request we state that we are entirely satisfied with our new elevator, designed and superintended by you; and furthermore, it will give us pleasure to recommend you to any parties wishing work in your line. With our best wishes for your future prosperity, we are,

Very respectfully yours,

MARSHALL BROS.

[Capacity 20,000 bushels]

P. B. & C. C. MILES,
Grain Commission Merchants,
PEORIA, ILL., March 10, 1885.

E. B. FREEMAN, Peoria, Ill.—*Dear Sir:* The plans which you got up for our elevators at Crescent City, Ill., and LaHogue, Ill., were very satisfactory. The carpenters found no trouble in building by them, and since they have been running, have proved as well arranged as any elevators we know of.

Yours truly,

P. B. & C. C. MILES.

[Capacity 10,000 and 14,000 bushels]

L. ROBISON, President.
WM. RUTHERFORD, Vice-President.

WM. NICOL, Secretary.
J. D. BURR, Treasurer.

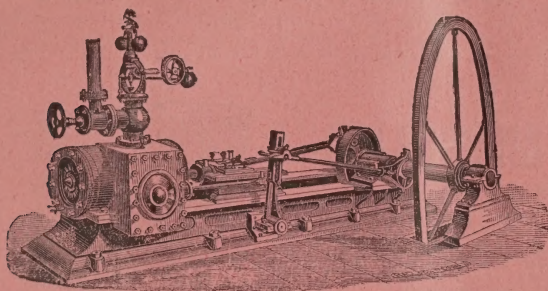
NICOL, BURR & CO.,

PROPRIETORS

PEORIA FOUNDRY AND MACHINE SHOP,

MANUFACTURERS OF

STEAM ENGINES



Shafting, Pulleys, Hangers & Gearing of every description.

SPECIAL ATTENTION GIVEN TO

GRAIN ELEVATOR,

FLOUR-MILL AND DISTILLERY MACHINERY,

BUILDING AND MISCELLANEOUS CASTINGS.

SEND FOR CATALOGUE OF PATTERNS.

COR. OF WALNUT AND WATER STS.,
PEORIA, ILL'S.

H. SANDMEYER & CO.

213 AND 215 South-Adams St., PEORIA, ILL.,

MANUFACTURERS OF

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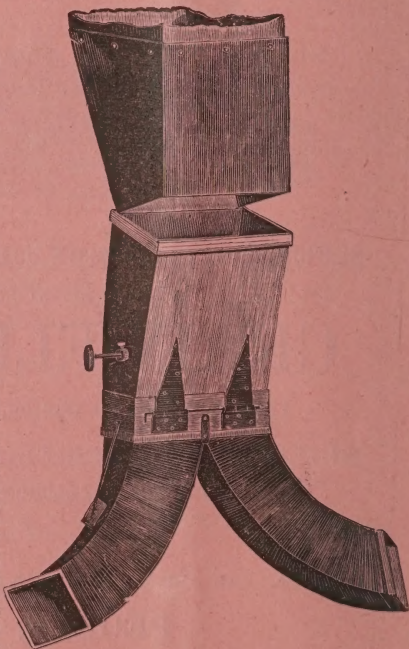
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